



MONTANA AERONAUTICS COMMISSION

Volume 21—No. 2

February, 1970

J. PRITZL NAMED 1969 AVIATION MECHANICS AWARD WINNER

John Pritzl, supervisor of the helicopter department of Johnson Flying Service, Missoula, was selected as the 1969 recipient of the FAA's Aviation Mechanic Safety Award for the State of Montana.



John Pritzl — 1969 Mechanic
Award Winner

John's contributions to general aviation include significant recommendations applied to inspection procedures on helicopters, development of cargo and rescue equipment and modifications resulting in better reliability and safety. Many of his recommendations have been incorporated by manufacturers into their air-

craft. John is quick to point out that these contributions to aviation are not his alone, but are the result of pilots and mechanics working together to develop an idea, thereby making a safer operation.

This year's winner will receive a \$100 cash award contributed by the Montana Pilots' Association, an engraved plaque, a metalized replica of his mechanics certificate and a resident or home study course offered by the Federal Aviation Administration Aeronautical Academy, Oklahoma City, Oklahoma.

All other nominees for the 1969 Mechanics Award will receive citations from the FAA for their significant contributions to aviation safety during 1969.

The recognition of outstanding mechanics each year is a joint effort of the Montana aviation industry, Montana Pilots' Association, Montana Aeronautics Commission and the FAA. Each year's winner is selected by a committee composed of representatives of the aviation community including the operators, Aeronautics Commission and the FAA. This year's selection committee included Jack Wilson, Montana Aeronautics Commission, Chairman; Bill Jones, Butte Aero Sales and Service, Butte; Jim Pickens, Montana Beechcraft, Billings; Bill Kidd, Northwest Mooney, Great Falls and Jim Crouse, FAA General Aviation District Office, Billings.

Regional and National winners will be announced at a later date.

GOVERNOR AMONG SPEAKERS TO APPEAR MAMA-MATA ANNUAL MEETING

The agenda and array of outstanding speakers appearing at the joint annual meeting of the Montana Aviation Trades Association and the Montana Airport Management Association are outstanding. All members of both organizations are urged to attend March 4 and 5, at Bozeman, Montana—Headquarters Baxter Hotel.

WEDNESDAY, MARCH 4th

MORNING:

MAMA—Registration

MATA—Session commences at 9:00 a.m.—Agricultural Application.

Elsworth Hastings—Professor of Entomology, and other leading agricultural specialists from Montana State University.

NOON LUNCHEON: Governor Forrest H. Anderson—Featured Speaker. Harold Ebaugh, MAMA President—Master of Ceremonies.

AFTERNOON: MAMA and MATA Combined Session

Honorable W. W. Lessley, Judge of the 18th District, State of Montana—Topic—Contracts.

Panel—Personnel of GADO #1, Billings, and GADO #9, Helena.

(Continued Page 7 Col. 3)

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

City/County Airport
Box 1698

Helena, Montana 59601

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MONTANA AND THE SKY is published monthly in the interest of aviation in the State of Montana.

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STATISTICS

Will your **first** accident be your
last day alive?

61/37
65/22
78/18
69/18
56/19
57/31
2/0

ACCIDENT TOTAL FATALITIES

1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 Total	56	19
1969 Total	57	31
1970 To-Date	2	0

Pilots operating their planes in the Los Angeles area were offered free tickets to the outdoor Hollywood Bowl concerts last season. In return, pilots receiving free tickets agreed not to fly their planes over the Bowl during the concert performances.

50 MONTANA MECHANICS ATTEND REFRESHER SEMINARS IN MISSOULA AND BILLINGS

Fifty Mechanics from around the State attended the two aviation mechanics seminars sponsored by the Aeronautics Commission in January.

Twenty-Three attended the seminar held in Missoula, January 8, 9 and 10 and twenty-seven attended the seminar held in Billings, January 11, 12 and 13.

Instruction was provided by representatives of three of the leading aircraft companies, two engine manufacturers and a spark plug company. The seminars were highly concentrated with classes commencing at 8:00 a.m. and continuing until after 5:00 p.m.

INSTRUCTORS

Instructors

Max E. Walker
Scott W. Hutchinson
K. M. Davis
Renald W. Davenport
Ken Gardner
Stan Kowalski
Tony Orgain
Carl Hutchinson
C. R. "Bob" Taylor
Richard Brodowy
James Crouse
Jess Larsen

Company Represented

Beech Aircraft Corp.
Beech Aircraft Corp.
Cessna Aircraft Co.
Piper Aircraft Corp.
Continental Motors
AVCO/Lycoming
Champion Spark Plug
FAA GADO #1 & #9
FAA GADO #9
FAA GADO #9
FAA GADO #1
FAA GADO #1

Seminars

Missoula & Billings
Missoula & Billings
Missoula & Billings
Missoula & Billings
Missoula & Billings
Missoula & Billings
Missoula & Billings
Missoula & Billings
Missoula
Missoula
Billings
Billings

MISSOULA SEMINAR

The Seminar class sessions were held in the U. S. Forest Service Aerial Fire Depot Facilities located at Johnson-Bell Field in Missoula.

REGISTERED TRAINEES

Ball, Eugene R.	Johnson Flying Svs.	Missoula
Burgess, Douglas G.	Vo-Tech School	Helena
Burkhart, Wilbur R.	Johnson Flying Svs.	Missoula
Chambers, William R.	Vo-Tech School	Helena
Colby, Robert D.	Glacier View Skyways	Kalispell
Daniels, Roy S.	Independent	Missoula
Dashnea, Lynes D.	Johnson Flying Svs.	Missoula
Gerdts, Otto A.	Johnson Flying Svs.	Missoula
Gregory, Glen C.	Lynch Flying Svs.	Billings
Howell, William J.	Johnson Flying Svs.	Missoula
Johnson, Patrick L.	Independent	Helena
Johnson, William F.	Johnson Flying Svs.	Missoula
Keilman, Harold	Vo-Tech School	Helena
Lee, Earl M.	Executive Aviation	Missoula
Lorenz, Leo, Jr.	Lynch Flying Svs.	Billings
McNary, William B.	Butte Aero	Butte
Micknak, Don	Johnson Flying Svs.	Missoula
Spranger, Paul L.	Missoula Sky Flite	Missoula
Stockhill, Larry	Stockhill Aviation	Kalispell
Stradley, Roger I.	Gallatin Flying Svs.	Bozeman
Todd, Jack E.	Lynch Flying Svs.	Billings
Wolfer, Louis F.	Johnson Flying Svs.	Missoula
Wryn, Frank B.	Johnson Flying Svs.	Missoula

BILLINGS SEMINAR

The Seminar in Billings was held in the Pilots' Meeting Room in the Administration Building, Logan Field.

REGISTERED TRAINEES

Albright, Rolan T.	Albrights Flying Svs.	Roundup
Anderson, Alton D., Jr.	Lynch Flying Svs.	Billings
Belcher, Ronald	Albrights Flying Svs.	Roundup
Benjamin, Robert J.	Bob's Aircraft Repair	Ft. Benton
Brickman, Charles E.	Lynch Flying Svs.	Billings
Edlund, Dale L.	Independent	Billings
Emmett, Dorman	Big Sky Maintenance	Billings
Felke, Frank	Big Sky Aircraft	Lewistown
Ferguson, Michael D.	Big Sky Maintenance	Billings
Frandsen, John	Big Sky Maintenance	Billings
Gillet, LeRoy L.	Gillis Aviation	Billings
Hamer, R. Blair	Aeronautics Commission	Helena
Houdek, George	Maintenance Shop Owner	Shelby
Huffman, Walter E.	Sky Flight, Inc.	Big Timber
Johnson, Austin L.	Toulouse Aircraft	Havre
Karch, John, Jr.	Bethel Aviation	Baker
Kramlick, Milton V.	Big Sky Maintenance	Billings
Meyer, Donald	Red Lodge Airways	Red Lodge
Patenaude, A. J.	Red Lodge Airways	Red Lodge
Ostermiller, William L.	Lynch Flying Svs.	Billings
Rasmussen, Norman	Modern Aire	Culbertson
Richardson, J. M.	Independent	Billings
Ruff, John A.	Flite Line	Bozeman
Ugrin, C. R.	Miles City Aero	Miles City
Wagoner, Thomas D.	Big Sky Maintenance	Billings
Wendland, Kenneth N.	Big Sky Maintenance	Billings
Young, Ron	Sky Harbor	Billings

In addition to the pre-registered mechanics, a number of Missoula and Billings resident mechanics attended the week-end sessions Saturday in Missoula and Sunday in Billings.

We are pleased that the written critiques, that have been submitted to date, show that the seminars were highly successful. The consensus was that a great deal of information was obtained by the trainees, new material was covered by the instructors who did an excellent job in making their presentations.

The critiques are showing that the date and length of the seminars are preferred by the mechanics and, in addition, many welcome and helpful suggestions are being submitted.

The 1970 Seminar proved that the program is a needed and worthwhile endeavor.

To the following we say a sincere "Thank You."

- to the **Instructors** for their fine instruction;
- to the **Companies** for their cooperation;
- to the **Montana Operators** for their continued support;
- to the **U. S. Forest Service**—Aerial Depot and Personnel;
- to the **City of Billings** and the Airport Management;
- and particularly to the **Aviation Mechanics** who attended in order to upgrade themselves and their industry.

From: The Montana Aeronautics Commission; James Monger, Acting Director; and the Course Staff—Jack Wilson, Course Manager; Joyce McCutcheon, Course Secretary and Jerry Burrows, Course Technician.

FAA AMENDS AIR TAXI RULES

Extensive amendments to the air taxi operating rules have been adopted by the Federal Aviation Administration.

The new rules are applicable to air taxi and commercial operators of small aircraft (12,500 lbs. or less), including small helicopters, operated in either scheduled or non-scheduled service.

Effective April 1, 1970, the amended air taxi operating rules will require operators to:—

- Apply for new operating certificates by May 31, 1970.

- Establish procedures to insure that each passenger is familiar with both oral and written briefing information before takeoff.

- Prohibit boarding by a passenger who appears intoxicated, and prohibit passengers from drinking from their own supply in flight.

- Use two pilots for airplanes that have more than nine passenger seats, regardless of the actual number of passengers aboard.

- Use a cabin attendant for airplanes having more than 19 passenger seats.

- Place and secure cargo behind passenger, not above passenger.

- Prepare a company manual for use of flight, ground operations, and maintenance personnel unless otherwise determined by FAA field offices.

- Prepare and retain for 30 days load manifest records for multi-engine flights having ten or more passenger seats and requiring two pilots.

- Determine weight and center of gravity data by April 1, 1971, for multi-engine aircraft, calculated from actual weighing during the preceding three years. Operators of new multi-engine aircraft are given three years from date of original airworthiness certificates to comply.

- Report daily to FAA any in-flight failure, defect or malfunction occurring in multi-engine operation with respect to 16 specific maintenance items.

- Submit monthly summaries of incidents that interrupt flights such as propeller featherings and mechanical difficulties other than those listed in the required daily reports.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Airport Directory—Please advise the offices of the Montana Aeronautics Commission if you know of any changes that should be noted in the 1970 Airport Directory for Montana. Budgetary limitations will cause the MAC to print only one Airport Directory for the two years of 1970 and 1971. Many changes and improvements have taken place this past year on Montana airports, therefore, it is felt that it will be most beneficial if the Directory is revised this fiscal year. Your suggestions, comments and corrections are always welcome and needed to help keep this publication as current as possible.

Cascade—A suitable location for a general aviation utility airport has been found near the Town of Cascade. This proposed airport would be a local/state project with the Town of Cascade sponsoring the airport under the MAC's Small Airport Program. Negotiations are now under way with the landowner.

Yellowstone Cafe—On December 31, 1969, the Airport Cafe lease expired and the Aeronautics Commission is inviting proposals from prospective cafe operators for the Yellowstone Airport. Anyone interested in this seasonal operation should contact this office. All equipment and fixtures at the Cafe are owned by the State of Montana Aeronautics Commission.

Butte, MAC Project No. 277—The Aeronautics Commission met on January 15 and at that time reinstated a loan to the Silver Bow County Airport Commission. The gross loan will not exceed \$10,000 and will carry a 4½% interest rate and will be used to assist the Airport Commission in the financing of a project consisting of removing certain old buildings on the airport.

INAC SPRING BOARD MEETING TO BE IN GREAT FALLS

The Board of Directors of the International Northwest Aviation Council met in Seattle, Washington, on January 24 and at that time approved Great Falls, Montana, to be the location of the next Board meeting which will be held on June 20.

Mr. C. E. "Sandy" McPherson of Helena, President of INAC, announced that the Annual Meeting of INAC will be held in West Yellowstone, Montana, at the Convention Center on September 10, 11 and 12, 1970.

Members of INAC are aviation interested individuals who reside in any of the Northwest States or Western Provinces of Canada. The Council has members on working committees involved in every facet of aviation with the prime emphasis on research for flying safety, flying convenience, and fostering aviation growth and liaison between the United States and Canada. The Council having been formed in 1936 is the oldest aviation council in North America.

Robert Scarborough of Billings and James Monger of Helena are on the Board of Directors.

"F. & E. PROJECTS" FOR 1970

The following are estimated dates reprinted from a report of the Federal Aviation Administration, prepared by their Program and Plans Branch.

ILS ESTABLISHED

Helena, Montana — April 1972
Missoula, Mont. — March 1972

ESTABLISH MALS/RAIL

Helena, Montana — July 1972
Missoula, Mont. — August 1971

The earth's rotation can be seen by astronauts on the moon. The earth appears to be four times larger than the moon as seen from the earth.

* * *

Philisburg Airport remains under construction—NOT OPEN to public—To be used for Emergency Purposes Only until further notice.

TRADE MART TO BE "STRICTLY BUSINESS"

Almost 85 booths have been reserved for the Second Annual Southeastern Aviation Trade Mart scheduled for April 30, May 1 and May 2 at the Greenville-Spartanburg Jetport.

From all indications there may be as many as 180 booths with exhibitors coming from all over the nation. They include leading manufacturers of aviation equipment, fixed base operators and companies in related fields.

This year the Aircraft Owners and Pilots Association will hold one of its regional rallies during the time of the Trade Mart.

The Southeastern Aviation Trade Mart is slanted directly toward active participants in aviation rather than the lay public. No aerial activities are planned and the result is that the Trade Mart is a "strictly business" affair where buyers can come in, see the latest offerings in aircraft equipment and supplies then return homeward in the least possible time.

The first annual trade mart held in April of 1969 met with such general approval of exhibitors and attendants that this year's event is expected to be well on the way to becoming as large as any other exhibit shows in the country.

FRONTIER APPLIES FOR NEW MONTANA-SPOKANE ROUTES

E. Paul Burke, President of Frontier Airlines, announced that Frontier has applied to the CAB for new routes to Spokane, Washington from a number of Frontier-served cities in Montana.

In its application, Frontier asked that two of its present Montana routes be extended to Spokane. One proposal is to extend the airline's present operations from Billings, Missoula and Bozeman to Spokane. A second portion of the application is for an extension beyond Great Falls into Spokane via a brand new service to Kalispell, Montana.

Frontier proposes to use pure jet 134-passenger Boeing 727; 97-passenger 737 and/or 50-passenger jet-prop Convair 580 aircraft on the new routes.

AVIATION EDUCATION HIGHLIGHTS



By **DUANE JACKSON**
Aviation Education Supervisor

A E CONFERENCE

The new year got off to a new and progressive start for aviation education in Montana. Friday and Saturday, January 16 and 17, were the dates of the joint Montana Aerospace Education Conference and the Rocky Mountain Region Aerospace Planning Conference. Eastern Montana College served as host to the 33 educators attending.

The Billings conference was planned through the office of the Aviation Education Director. Co-sponsors included the Montana Aeronautics Commission, Eastern Montana College and the Civil Air Patrol. On campus arrangements were made by Dick Forester, Director of Information, Eastern Montana College. Transportation for out-of-state conferees was provided by the Civil Air Patrol.

Despite the unfavorable weather which tied up small plane and highway travel, there was a good representation of aerospace educators from Montana and the Rocky Mountain region. Colleges represented included: Eastern Montana College, Northern Montana College, Carroll College, Weber State College at Ogden, Utah, the University of Wyoming, Utah State University and Colorado State. In addition, high school and Civil Air Patrol representatives from Montana and the Rocky Mountain Region attended.

The two major concerns of the joint conference were the formulation of high school aerospace courses and the curriculum desired for teachers' summer college-level aerospace courses.

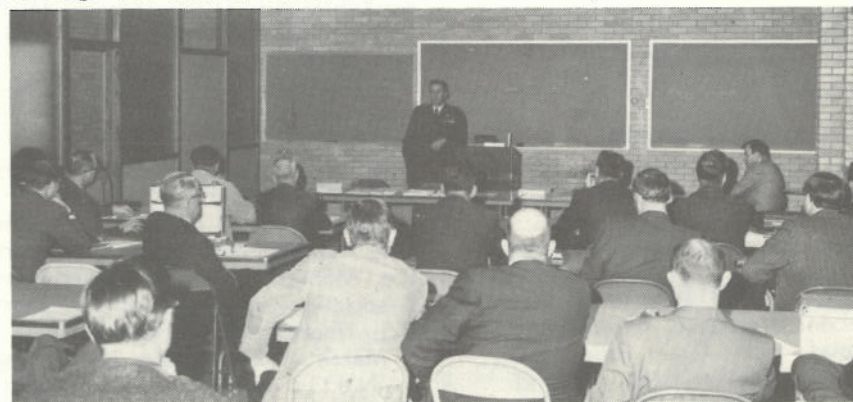
The results of the conference will be reflected in summer aerospace courses for teachers as well as in the growing number of high school aviation science courses in Montana.



Bob Cannon, Educational Director of Estes Industries, Inc., Penrose, Colorado, demonstrates the use of a drag chute during the descent of the models. Observers are (Lt. to Rt.) **Ron Kologi**, Havre Senior High teacher and Northern Montana College Workshop Director; **Max Ogle**, Division of Aerospace Education, Rocky Mountain Region, CAP; **Dr. Evan Memmott**, Director of Aerospace Education, Weber State College, Ogden, Utah; **Buzz Christiansen**, Principal, Ponderosa School, Billings and Eastern Montana College Aerospace Director; **Duane Jackson**, Aviation Education Supervisor, Montana Aeronautics Commission; **Bill Huber**, Assistant Professor and Director of Summer Term, Carroll College, Helena.



Discussion during coffee break (Lt. to Rt.) **Charles Silverthorn**, Aviation Science Instructor, Bozeman Senior High; **Buzz Christiansen**, **Dr. Evan Memmott**. (Standing, background) **Morris Welchlin**, Aerospace Education Instructor, Billings West High and **Charles Lundgren**, Assistant Director, Eastern Montana College.



Col. Weir, Chief Liaison Officer, U.S.A.F. from Denver, Colorado, discusses CAP activities during one of the Sessions.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Baird, Melvin N.—Billings

PRIVATE

Stekley, Joseph J.—Great Falls
Hobaugh, William H.—Philipsburg
Rasmussen, Donald V.—Harlem
Topel, Joseph C.—Missoula
Bird, Eugene M.—Polson
Perkins, Gary V.—Helena
Bruss, Oliver J.—Chinook
Smith, Robert L.—Lolo
Mantzey, Melvin K.—Wilsall
Fields, William R.—Butte
Howery, Edgar J.—Deer Lodge
Spevacek, Robert E.—Geraldine
Ketterer, Marvin K.—Whitefish
Kamerad, Doris M.—Helena
Collins, Joel L.—Lewistown
Armstrong, Gary J.—Billings
Engle, Jerry D.—Sheridan
Lott, Robert C.—Twin Bridges
Rogers, Julian W.—Utica
Myllymaki, Gary D.—Stanford
Towe, Robert D.—Glendive
Allred, Robert F., Jr.—Billings
Saylor, David M.—Forsyth
Liggett, Rue V., II—Billings
Teal, Peter V.—Billings
Doolen, Harold M., Jr.—Billings

COMMERCIAL

DeBerg, Oak H.—Great Falls
Cameron, William H.—Missoula
Cassady, Daniel R.—Billings

A T R

Thompson, Thomas A.—Beach, N. D.

INSTRUMENT

Daniel, Carl W.—Butte
Gibson, James R.—Gillette, Wyo.
Turner, Henry S.—Sidney
Lawton, Calvin O.—Worland, Wyo.

MULTI-ENGINE

Casebeer, Harvey L., II—Butte
Mahood, Jack—Great Falls
Lancaster, John W.—Whitley, Ind.
Pederson, Wallis E.—Wolf Point
Sasich, George W.—Billings

FLIGHT INSTRUCTOR

Sheridan, Daniel M.—Butte
Rasmussen, Arlee A.—Kalispell
Dahl, Gary E.—Wolf Point

FLIGHT INSTRUCTOR INSTRUMENT

Osen, Tom C.—Roberts
Dahl, Gary E.—Wolf Point
Hilling, Stanley C.—Tucson, Ariz.

INSTRUMENT GROUND INSTRUCTOR

Osen, Tom C.—Roberts

ROTORCRAFT—HELICOPTER

Stohr, Penn R.—Missoula

AIRFRAME MECHANIC

Anderson, Dugan J.—Helena
Fenner, Charles T.—Denton
Kubis, Jan—Helena

REPAIRMAN—AIRFRAME

Lindgren, Melvin H.—Helena



CALENDAR

February 3, Circle — Airport Day and MPA Hangar Chartering and Dinner.

February 9-19, Mexico Tour — "Mexico by Private Plane in 1970." Four tours to Mexico each to a different area (First Tour was conducted January 12-22). Low priced package includes rooms, meals, tips, ground transportation, all maps, R A M S A cards, route briefing, landing fees and etc. Prices starting at \$199. For detailed information of tour prices, complete detailed itinerary, etc., write or call: Kenneth Butler Air Tours, Box 84, Hutchinson, Minnesota 55350. Telephone — Area code 612—897-2661.

February 10 & 11, Helena — Montana Aeronautics Commission's Monthly Meeting.

March 2-12, Mexico Tour — "Mexico by Private Plane in 1970."

March 4 & 5, Bozeman — Montana Aviation Trades Association and the Montana Airport Management Association combined annual meeting. Headquarters—Baxter Hotel.

March 19-21, Seattle, Washington — National Aerospace Education Council Meeting.

April 6-16, Mexico Tour — "Mex-

ico by Private Plane in 1970."

April 14-17, Washington, D. C. — Second annual government/industry National Aviation System Planning Review Conference. Secretary of Transportation, John A. Volpe and FAA Administrator, John H. Shaffer, will speak at the opening session where the keynote will be the need for an integrated transportation system. Following the session, there will be seminars where the conferees will focus on issues relating to the policies and plans for the National Aviation System.

April 30—May 2, Greer, South Carolina — Greenville-Spartanburg Jetport — Second Annual Southeastern Aviation Trade Mart.

May 3, Big Timber — Airport Dedication.

May 7-9, Bozeman — The National Inter-Collegiate Flying Association will hold their annual national meet at Gallatin Field.

May 15, 16 & 17, Miles City — Montana Pilots' Association Annual Convention. (Watch for further details.)

June 12, 13, 14, Vergennes, Vermont — National Pilots' Association Annual Summer Fly-In Weekend. Members and non-members invited.

June 20, Great Falls — International Aviation Council's Spring Board Meeting.

June 27 & 28, Billings — Junior Chamber of Commerce's Air Fair starring the U. S. Navy's Blue Angels.

September 10, 11 & 12, West Yellowstone — International INAC Annual Convention.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING

Airport	Feb.	Mar.	Apr.
Culbertson	4		8
Glasgow		4	
Glendive		19	
Great Falls	5	5	2
Lewistown	18		22
Miles City	19		23
Missoula	19	19	23
Sidney		18	

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

Great Falls

GADO #1 in Billings, will be open **ON AN APPOINTMENT BASIS ONLY** on Saturday, February 21.

When a habit begins to cost money it is called a hobby.

FAA INSPECTORS CORNER



By Roger Riggins
Accident Prevention Specialist
GADO #1, Billings

KEYS TO SAFETY

Have you ever picked up your morning newspaper and looked at headlines such as: "Prominent Lawyer Dies in Plane Crash—Flight Caught in Weather," or "Local Pilot Killed In Burning Aircraft—Collided with High Tension Wires."

If we stop and think about these accidents we realize they were actually senseless tragedies. Airplanes don't fly into weather or fly into power lines by themselves. It is the pilot who is in control and determines where the aircraft will fly.

What we are saying is that these accidents don't just happen, people make them happen. We get in a hurry; we let ourselves get shamed into or talked into situations where we over-extend our abilities or use bad judgment.

It is estimated that 87% of all aircraft accidents are caused by people. The airplane actually does nothing. People design the aircraft, people maintain the aircraft, and people fly the aircraft.

The greatest percentage of fatal accidents involve weather as a contributing factor. We often find ourselves asking, "Didn't the pilot know better than to fly in that kind of weather?" The answer is: "Sure, he knew better!"

There are two main reasons why a person will attempt to exceed his ability. The first reason is that man is basically a gambler. He will gamble his life to prove he can do something—such as flying into and through deteriorating weather. He will risk his life in the attempt to fly home through weather, to attend a birthday party, a bowling tournament, take the wife to a movie, etc. The second reason is a firm belief that it always happens to the other person. He can not be convinced that he might at some time BE the other person.

Now let us return to our title—in this case, "Keys to Aviation Safety".

Key No. 1. Know Your Aircraft, all its systems, know its performance capabilities, weight and balance data, etc.

Key No. 2. Possibly the most important of all—**Know Your Limitations**. This should take into consideration recent experience, instrument flying ability, physical fitness (including use of drugs and/or alcohol) and other conditions too numerous to mention.

Key No. 3. Check condition of your aircraft (**Preflight**). Freedom of controls, fuel quantity and security of fuel cap. Clean windshield and windows, etc.

Key No. 4. Pre-plan your Flight. Check Airman's Information Manual. Route of flight and fuel consumption. How about survival gear if forced down in desert or remote areas?

Key No. 5. Get a Complete Weather Briefing. Don't get caught in unexpected weather conditions. If weather exceeds your capabilities, **STAY HOME!**

Key No. 6. If in Doubt, Get Help. When flying into unfamiliar terrain it is no disgrace to ask a local pilot about unusual weather conditions, terrain clearances, etc.

Key No. 7. Increase Your Proficiency. When you stop learning, your ability immediately begins to deteriorate. Don't let this happen to you. Get periodic flight training and improve, or at least retain your present proficiency as a pilot.

I am sure you have heard someone say, "There ought to be a law which would prevent this," regarding accidents. Common sense and good judgment are the best form of insurance in preventing accidents. This applies to all types of accidents, not just those involving aircraft. These are two commodities which cannot be legislated into law. In fact, if everyone would use his best judgment at all times, many, if not all, regulations would be unnecessary.

We should pattern ourselves after a pin; the head keeps it from going to far.—Jack Herbert.

* * *

A bore is a fellow who opens his month and puts his feats in it.

GOVERNOR AMONG—

(Continued from Page 1)

Topic—New Air Taxi Regulations.

Panel—Personnel of the Montana Aeronautics Commission.

Fred Bailey, National Car Rentals.

SOCIAL HOUR AND SMORGASBORD

THURSDAY, MARCH 5th

MORNING:

MAMA

Thomas Mahan, Attorney at Law
—Helena—Topic—Head Tax.

Representatives of TAP, Inc.—
Bozeman—Topic—Air Carrier
Activities in Montana.

Panel—Airport Liability Insurance.

MATA

F. Farrell Higbee, Executive Director, National Aerial Applicators Assoc.

Larry Ball—Insurance Chairman of AAA.

Carl Heimer—Ag. Division of Piper Aircraft Corp.

NOON LUNCHEON:

Featured speaker, George Brewer, Director of Marketing Research, Cessna Aircraft Company—
—Topic "Flying Clubs."

David Stradley, President of MATA
—Master of Ceremonies.

AFTERNOON:

MAMA-MATA Combined Meetings.
Dr. Paul Smith, Chief Pharmacology - Biochemical Laboratory, Aeromedical Section, FAA, Oklahoma City.

William Hubert, Associate Professor—Carroll College, Helena—Topic—Legislative Liaison.

4:00 p.m.—Separate Business Meetings.

BANQUET:

Featured Speaker:

Paul A. Soderlind, Director of Flight Operations—Technical, Northwest Airlines.

DON'T MISS MAMA-MATA ANNUAL MEETING—BOZEMAN—

March 4 and 5.

NPA INAUGURATES "SAFE PILOT AWARD"

President Don Flower of the National Pilots Association has announced inauguration of a new program to become NPA's highest award—the "Safe Pilot Certificate" granted in recognition of skill and flying ability represented by at least 500 hours of pilot-in-command "without major accident involving damage to property or injury to person".

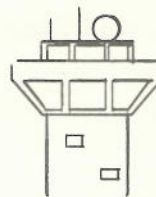
NPA's new Safe Pilot Award consists of an appropriately inscribed citation encased in a special presenta-

tion portfolio and accompanied by "Star Crest" lapel wings.

Applicants for the award must be current NPA members and must be prepared to furnish data to substantiate all accident free pilot-in-command time, if requested by the NPA Awards Committee. FAA, insurance, and other records will be audited by the NPA Committee, if required.

Method of Applying

All applications must be submitted on the official NPA Safe Pilot Award application forms. Copies are available from NPA, 806 15th Street N.W., Washington, D. C. 20005.



TOWER

OPERATIONS

December, 1969

	Total Operations	Instrument Operations
Great Falls	7,540	1,808
Billings	7,420	2,049
Missoula	4,663	783
Helena	3,333	574

Money may talk, but today's dollar doesn't have cents enough to say very much.

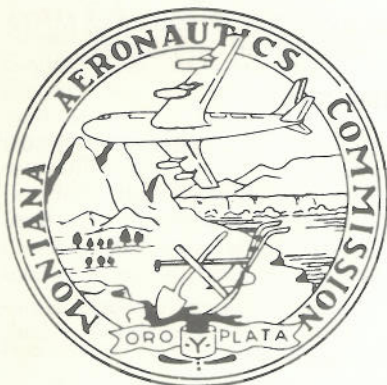
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PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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